

INTERNATIONAL LONGSHORE AND WAREHOUSE UNION
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GERALD AND PATRICIA ANDERSON OF ILWU LOCAL 52

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INTERVIEWER: RON MAGDEN

SUBJECTS: LEE ANDERSON, SHAUN MALONEY, JOHN MAHONEY, CRANE OPERATORS, 1971 ILWU STRIKE, MECHANIZATION AND MODERNIZATION AGREEMENT, HARRY BRIDGES, MARTIN JUGUM, HARRY “THE HORSE” HILLIARD, SAILORS’ UNION OF THE PACIFIC, SEATTLE WATERFRONT DEVELOPMENT, ILWU LOCAL 19, ILWU LOCAL 23, TACOMA, GENTRIFICATION, MUSEUMS, DICK MOORK, SOCIALISM, TROTSKYISM, WORLD WAR II, ALASKA, FISHING, DWIGHT EISENHOWER

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RON MAGDEN 00:00:08

This is the story that I have of it, that he sided with John [Mahoney].¹ (door closes) There was a big argument with the head of the union in 1949, between the Seattle branch and the San Francisco branch, and the president of the union threw twenty-one Seattle sailors out, and your father amongst them, before signing a letter asking for a free and unfettered trial of Shaun Maloney,² and he refused and he canceled their cards. And then he gradually let them back in one at a time. And in 1950--it was 1949. And in 1952, he personally signed and sent their able-bodied seamen's card to your father, asking him to come back into the Sailors' Union [of the Pacific], and bygones be bygones. And so he did, he went back. He still wasn't in the longshore union, so he went back to sea. And in his interview that I have, he said, "I love the sea. It was everything for me to be at sea, and I went back and tried it for a year." And so he did.

GERALD ANDERSON 00:02:15

This was Shaun you're talking about or my dad?

RON 00:02:17

No, I'm talking about your dad. They would never let Shaun Maloney back into seamen's union. You know his record. He was expelled from the Teamsters, and he was expelled from the Sailors. Maybe the only one that got for life in both cases. The twenty-one names on that letter--The boss let them come back in one or two at a time. And as I said, Lee [Anderson] went back for a year. And did he ever talk about it?

GERALD 00:03:10

No, I know that after he made the pool that he went back sailing every year.

RON 00:03:18

He went back on a ship that he loved, the--

¹ Known as the Mahoney Beef, in 1949, John A. Mahoney and Shaun Maloney, along with their supporters, were expelled from the Sailors' Union of the Pacific (SUP) for refusing to cross a Canadian Seamen's Union picket line, which SUP leadership viewed as communist-influenced. Mahoney and the other expelled sailors sued the union, and the Washington State Supreme Court ordered their reinstatement in 1954. Many of the sailors who rejoined the SUP were expelled again shortly thereafter.

² Shaun Maloney was a militant union activist and organizer. Maloney participated in and became an organizer in the Minneapolis Teamster Strike in 1934. In 1940, he was imprisoned for interfering with interstate commerce while organizing a Teamster strike in Sioux City, Iowa. Maloney was released from prison in 1942 and became a merchant marine to avoid fighting in World War II, which he opposed. He continued sailing until he was expelled from the SUP in 1949 for his role in the Mahoney Beef, and he became a longshore worker. He was elected president of ILWU, Local 19 five times and frequently clashed with Harry Bridges, especially over the Mechanization and Modernization Agreement of 1960.

GERALD 00:03:26

It's probably on that piece of paper.

RON 00:03:28

It's the *Island Mail*.³

GERALD 00:03:29

The *Island Mail*, alright.

RON 00:03:33

No, it's not on here. Oh, I got it right here, yeah. I know these ships. Don't ask me how and why I know them, but I know his love of the sea. And I've read in his interview, and I've written in several places and I just want to make sure he never talked. Did he ever talk about being expelled from the Sailors' Union?

GERALD 00:04:07

No, he talked about some of the other guys being expelled, but I--

RON 00:04:10

Did he talk about going to sea when he was sixteen, seventeen?

GERALD 00:04:16

Yeah, he talked a little bit about it.

RON 00:04:17

It was much more to him than going to school or anything?

³ During the 1949 Mahoney Beef, the crewmembers of the *Island Mail* were expelled from the Sailors' Union of the Pacific for supporting Mahoney.

GERALD 00:04:22

Well, he--when he first started, I think he was working for the Coast and Geodetic Survey.

RON 00:04:28

Yes, he was.

GERALD 00:04:31

He really enjoyed that.

RON 00:04:33

He was a surveyor.

GERALD 00:04:34

Yes, to help build the lighthouses on the coast, and I don't know--

RON 00:04:45

He was a teenager.

GERALD 00:04:48

He was a teenager, yeah.

RON 00:04:49

How did he get a job as a surveyor?

GERALD 00:04:53

Well, it was wartime and, you know--

RON 00:04:57

Oh, yes it was,

GERALD 00:04:58

You know, he--I understood he lied about his age. [beeping] But, you know, I mean, in 19--what was it, 41?

RON 00:05:10

'40, '41.

GERALD 00:05:12

He was born on [19]22. So he was pretty young.

RON 00:05:17

Yeah.

GERALD 00:05:19

I was surprised that he could pass for whatever the legal age was. But he told me about some of the trips he went on with the Coast and Geodetic Survey building lighthouses, and he really enjoyed it. My dad always liked, when I knew him, liked to build things.

RON 00:05:38

It would be interesting to get his record out of the Sailors' Union in San Francisco, that's where their records are kept. And I think also that it might be amongst Shaun Maloney's collections, University of Washington. He had a lot of material to and from Lee.

GERALD 00:06:13

Is that right?

RON 00:06:13

Yes. And they're maybe halfway through organizing it, it's on the internet. So you can at any time take a look and see where the name Lee Anderson comes in the Shaun--or in the--yeah, in the Shaun Maloney collection. And he never got in trouble again, did he?

RON 00:06:39

None that I know of. He never had any occasion to--

GERALD 00:06:39

No.

GERALD 00:06:46

Well, he talked about one time he was on a ship, I don't know where it was, but they went ashore, and he got shot the leg.

RON 00:06:59

Why?

GERALD 00:06:59

I don't know what the reason for was, if he was raising Cain or... One time he said that he got shot in the leg, and that's about all he said. I can't remember--I know that he got a yellow jaundice.

GERALD 00:07:16

Yeah, sickness and I don't know what that year was or if it could be in connection with him getting shot in the leg. I don't know. All I know is that he had--he was in the Marine Hospital for quite a long time.

RON 00:07:16

He got sick?

RON 00:07:29

In Seattle?

GERALD 00:07:30

In Seattle, yeah.

RON 00:07:31

Records would be there for Sand Point.

GERALD 00:07:34

Right.

RON 00:07:34

Again, I just wondered [pauses] it's sort of--he didn't last the being--the week he got dismissed--the Sailors' papers say it, anyway--that he sent a letter to the SUOP [Sailors' Union of the Pacific] asking for a trial. And they never did give him a trial.

GERALD 00:08:15

So it's my dad you're talking about?

RON 00:08:26

Yes, I'm talking about your father. And they never were--it was never--the case was never concluded, except that Maloney and one of the others was awarded \$75,000 for not getting their trial, but the case was--and he had to pay it--but the case just lay in limbo for these two or three years. And then it has--the last chapter of the book is really about these four, the four people Lee, Shaun Maloney and John Mahoney, yeah, and Dick Moork. And they were connected in the Socialist Party, I believe much less than the other people. He's very quiet about it. He believed that people should vote out the ownership of the railroads and all the major means of production should be run by the people in them but not to have it all revolutionary, but to have the American public vote for that to happen.

GERALD 00:09:59

Right.

RON 00:09:59

Okay.

GERALD 00:10:00

In knowing my dad, he was somebody that would stand behind somebody he liked at work. Yeah, I mean, in all the union decisions that I'm aware of, when he was in [International Longshore and Warehouse Union] Local 19, he stood behind Shaun, he stood behind Dick Moork. And do you know somebody named Sam Rosenberg?

RON 00:10:26

Oh, yeah.

GERALD 00:10:28

Sam was involved in it, too. He--Sam was the business agent, but that was it about, I would say--

GERALD 00:10:39

Older than the '50's. He was--well, he was the year after I got in.

RON 00:10:39

[19]50's?

RON 00:10:48

Was he?

GERALD 00:10:49

Yes. He said--

RON 00:10:51

He was a very unusual man.

GERALD 00:10:53

Yeah, he was, but he was from the East Coast.

RON 00:10:57

Yeah, and he's the man who went to the apartment houses and hotels in the strikes and asked them to postpone the due date of the rent or put them--get them food and run a bill until they could go back to work. Sam Rosenberg did that. And that's what he's chiefly known in the union for, but I--the only ones that I--of the twenty-one, maybe I know the names of ten of them. And Harry the Horse [Harry Hilliard]--I don't know if you've heard that name?

RON 00:11:35

Sailor Smith, I don't remember, Howard Smith was his real name. And half of them went to Tacoma and half to Seattle, half of them were AF of L [American Federation of Labor] and half were CIO [Congress of Industrial Organizations].

GERALD 00:11:35

I have.

GERALD 00:11:49

Was Bill Lacey involved in Seattle?

RON 00:11:51

Yes, he doesn't seem to be in the--his name is not amongst the twenty-one, and I was told he was back on the East Coast.

GERALD 00:12:02

He sailed on the East Coast, yes.

RON 00:12:04

Yeah, and he was--he wasn't here when the arguments started. Now, when did you go join the union?

GERALD 00:12:17

I joined the union in 1966, September of 1966, and I worked as a casual. And there was some controversy about this because I was a member of the fishermen's union and I was going to Alaska fishing when I was eleven years old.

RON 00:12:27

In the summer.

GERALD 00:12:38

In the summertime. And I was with my dad and my uncle Walt and some of people my dad and my uncle grew up with and stuff. I was basically a dishwasher in the first year I went.

PATRICIA ANDERSON 00:12:50

Tell them about Ike.

RON 00:12:52

A scullion.

GERALD 00:12:53

Yeah, yeah.

RON 00:12:54

That's what they call them.

GERALD 00:12:55

That was in 1959, and I was in Juneau, Alaska, at the Red Dog Saloon, with Eisenhower inaugurated, Alaska is a state. And my dad and my uncle and some of the other crew members were sitting at the bar, all of a sudden the swinging doors flew open, "Here comes Ike, kids!" I mean, the bar says, "There's Ike!" Eleven years old, big deal, you know? I've actually done a document showing that I was in the Red Dog in 1959 with Eisenhower.

RON 00:12:56

(laughs) Oh, that's wonderful.

GERALD 00:13:28

It was quite an event for me to see Alaska become a state, and you had to be careful walking on the sidewalks because there was a few Native Indians laying on the sidewalk who were drunk and stuff, but it was quite a sight to--I'll never forget that I was lucky that I was there.

RON 00:13:50

They--I don't know how long they kept that up, but if business on the waterfront was slight, then they could go fishing. And if the business on the waterfront was slow--or was fast, if there's a war, like the Korean War or something, they didn't want him to go, but it worked out. In fact, they even had to pay some of the money they earned on that--when they went fishing--to the union. He had a varied career.

GERALD 00:14:27

You know what I did? I fished in Bristol Bay. Are you familiar with a guy named Auggie Mardesich?

RON 00:14:37

Oh, yes, senator.

GERALD 00:14:38

Yes, Auggie bought a surplus army transport ship that was a freezer ship and he converted into a freezer ship and he took gill netters to Bristol Bay. And my dad and my uncle sailed on it and worked on it while it was being out there, then they fished for him and then once the season was over, they put the boat back on and he came back down. But you know, that's a short season up there, so he wasn't gone a long time. But I know when--I remember, you know, he used to go in the summertime with his brother [?inaudible?].

RON 00:15:17

He had to ask the membership, and his name went up on a stop working meeting agenda, and the local add new vote, approval or disapproval of him going fishing. He couldn't--and I don't know how many times he asked, but I saw his name three or four times requesting permission, and it was granted. And even, you know, going on one more step he was a night business agent, and there usually were a lot of--he wouldn't let him drink, and his idea of stopping them from drinking was to throw their bottle away, they think he'd want to snort or something, and he was just over that side with the bottle.

GERALD 00:16:21

Right.

RON 00:16:22

And they were finding them and everyday and he said that doesn't do any good, the thing to do is just douse the bottle and forget it, you know? And there were complaints that he was man-handling personal materials and that didn't go anywhere with the membership. He--after it--for some reason, he quit being the night business agent, I don't know why, he didn't run again. The votes, he always got at least 500 votes. 511 was the lowest number of votes he ever got. The only one who ever exceeded the votes that he got was the sage of Seattle, Martin Jugum. Did you work with Martin at all?

GERALD 00:17:25

Yes, I did. Yes.

RON 00:17:27

Did he get along with your father? Do you know?

GERALD 00:17:29

Hardly knew. Oh, Martin was a big powerful man and you know, he come to the hall and he'd sit over against the wall there on a bench, put his peg in the board before he goes to sit down. When they called his name, he wasn't scared of those big iron ships. He was a hard working man and a powerful man.

RON 00:17:53

Physically I've never met anybody more powerful.

GERALD 00:17:56

You know, and you had a hard time understanding him because he had a mouth so it snoops all the time. And move 'er over, you know, he didn't have a strong voice. He did if he wanted to emphasize something, but he was a great man.

RON 00:18:16

Were you a longshoreman when Shaun Maloney was president?

GERALD 00:18:21

Yes. I went in the pool in 1966, and I went downstairs as an A person if I recommend about 1968. You know, I was lucky because the Vietnam War was going on and they needed bodies and stuff. And I was--I think I spent only 18 months in the pool. And that was kind of unusual stuff. And you know, as soon as I went downstairs as an A person I waited, and my dad's gang and Dick Moork's gang was thirty-eight gang. And instead of going to the hall every day I just called and they told us where we would go, and my dad was building a house on Whidbey Island and stuff, so it worked out good. You know if he needed to go, that's how I learned how to drive winches and stuff.

RON 00:18:21

You actually worked near the [inaudible] gang?

GERALD 00:19:21

Oh yeah, yeah. I worked at my dad's gang until he became a night business agent. I can't remember what year was, it was nineteen--He retired in 1980, so it must have been about 1975, 74. As soon as I came downstairs,

my dad had thirteen gang, thirty-eight gang, and then there was another that number I can't remember what it was anyone, but I went right to work in his gang.

RON 00:19:52

Did he give you advice?

GERALD 00:19:53

Oh yeah. I learned how to drive winches. Dick Moork was his partner and, you know, between the two of them, I learned how to drive winches real fast. In fact, I was driving a crane.

PATRICIA 00:20:10

Those early cranes that were difficult, stiff [?handles?].

GERALD 00:20:12

Yeah, those ones on the Kalmar ship. They were mounted on the ship and they were [?worley] type cranes and they were [?air?]

RON 00:20:22

Well, the plate steel must have been something.

GERALD 00:20:25

Well, it was pig iron with the fuses on it, but they did have high beams and plates steel and stuff. But most of the time when I was driving, it had a big bucket on it, you'd lower the bucket down the hole and unhook it, the guys would load the pig iron on it, then he'd load another one, and he dumped them in granola cartons and stuff. And I mean, I was seventeen years old, and back then it was different than it is today. But I did get in trouble one night. I--before I [inaudible], I grabbed my dad's white hat, it had all the union buttons on it. My dad came up to me and says, "Whose hat is that? You don't ever wear that hat down here until you become a full member." So I got chewed out. My dad chewed me out the next day because of what he heard about it.

GERALD 00:21:29

I don't remember where I was going, just threw it on and away I went, you know?

RON 00:21:29

(laughs)

GERALD 00:21:40

But I enjoyed working with my dad. My dad taught me a lot. During the time that when I first started it was a lot of steel coming in each waterway going there. There was the Kalmar ships coming in from the East Coast with ingots to go to Bethlehem Steel. And you know, I was right there with my dad all the time, and the [?backing?] ships used to come in the pier. It was Pier Five over there, but it was--when it was a segment terminals and the [?backing?] ships cold. We used to load salmon out and they were in big boxes, 125 pound boxes of salmon. It was cold out there, it was freezing cold down there and stuff. We used to work an hour on, hour off because it was so cold down there. But like I say, I learned a lot from my dad I learned a lot from Dick Moork. You know, my dad--

RON 00:22:39

Didn't you share a partner?

GERALD 00:22:41

My partner?

RON 00:22:42

Yeah.

RON 00:22:42

Yeah, did you have one?

RON 00:22:43

Yeah, I had one. I had--Mel Smith was my partner, Jerry Griffin was my partner, and a guy named Whitey Hanson, and then on the [?sling?] and there was a fini--I can't remember...There was [?Hal Finney?].

RON 00:23:03

There was quite a few of them.

GERALD 00:23:04

Yeah, but in the hole there was more of them. We work together and two would work the first half, two would work the second half. We always tried to take care of my dad, give a signal that come out of hatch with the stuff. My dad was building his house on Whidbey Island. And I tried to let him go so he could catch the midnight ferry, and I learned how to drive all that equipment.

RON 00:23:33

Oh, I see.

GERALD 00:23:34

But it was--the waterfront was a lot different then than it is today.

RON 00:23:40

Were you ever hurt?

GERALD 00:23:41

Yeah, I got hurt a couple of times, nothing serious. You know, I--we were loading the clinker ship at one of the cement plants, and the clinkers fell out the bucket and I had to walk across the hatches. It was, you know, there's steel in the rocks, I slipped and hurt my leg and stuff. You know, just minor things, it wasn't enough. But as far as hurting anybody? No, I never hurt anybody.

RON 00:24:12

Did you have to do hides?

GERALD 00:24:14

Oh, I can tell you lots of stories about hides. But have you ever heard of a guy named Gibby Peterson, you ever heard of him? He was a guy, he went to Ballard High School, the same high school I went to, and he used to smoke cigarettes one right after another.

GERALD 00:24:33

But he used to (stutters) stutter all the time, and he was kind of shaky and stuff. We worked a hide ship one day, and I mean those hides were stinking and stuff. You know we built them up, and we went to lunch, and we came back, and they were slimy and they fell down so we had to rebuild the pile. Well, at five o'clock--Gibby never had a car, he always rode the bus. So he left before I did, he walked over to First Avenue to get on the bus right up to Ballard and stuff. The bus driver, he went about two blocks and he stopped the bus, he said, "You got to get off of here."

RON 00:24:33

(laughs)

GERALD 00:25:14

So I just happened come up and see him walking and I pulled over and was like, "Oh, what's the matter, bud?" He said, "They kicked me off the bus." "Forget it, I'll take you home!" I put him in the back of the truck.

RON 00:25:14

(laughs)

PATRICIA 00:25:14

(laughs)

GERALD 00:25:30

He was always bumming cigarettes from everybody, I never smoked, but he was always bumming cigarettes and smoking. You know, I think he had a dad down there or something, that's how he got there. But Gibby was just, you know, he wouldn't hurt nobody. But he just, you know...

RON 00:25:30

(laughs)

RON 00:25:41

You were mostly days then?

GERALD 00:25:51

I worked nights, mostly.

RON 00:25:53

Mostly?

RON 00:25:54

You do now?

GERALD 00:25:54

Yeah.

GERALD 00:25:56

Pardon? I work? Yeah, I still work nights. But no, I mean, I worked a few days because I had to keep my hours up. If there was no overnight work, then I had to go days and stuff. But I mean, I always tried to go and work at night. Like I said, I got pretty lucky because I was in the pool about 18 months. Then I went downstairs, I went in my dad's gang, and I strictly worked nights there.

PATRICIA 00:26:24

I can think of injuries he's had and that's he's had to carpal tunnel surgeries in his--

RON 00:26:34

Modern--

GERALD 00:26:35

But this was not during my dad's time.

PATRICIA 00:26:37

Well, but it's an accumulation from when you drove those early cranes. The levers were so stiff.

GERALD 00:26:43

The cranes and then the steel ships had those big chains and those big jaws we used to drag them across the plates to hook into separate plates. You know, stevedoring was hard work back in the day. We were loading a lot of military cargo, and we were latching big heavy trucks down, and another thing that we did a lot of is built floors for ammunition. You had to line the inside of the ship for ammunition and they'd take it over to Bangor after we were done and loaded ammunition in it and stuff.

RON 00:27:17

I know it's going backwards, but I went through those who were not given a Navy pass. And they're all on there, except for your dad. All [inaudible] were denied, passes to--

GERALD 00:27:35

My dad at first was denied, and then all of a sudden he got it and he passed, and I don't know how we got it. But he got it after he was denied.

RON 00:27:45

They must have asked for it. The way around the Navy pass system, the only way around it was to have one of the commands ask for you. And they had--what I saw is a pass, and it's not a normal Navy pass. It's got a special band around the corners and that means a skilled worker. And they--whatever the reason they--and it could override any, well not any, but it could override. And he was a member of the Socialist Party, which should have set up some kind of flag, but there was never put into effect and I found that and with Shaun Maloney's, it's really decorated. (laughs) He was a Trotskyite.

GERALD 00:28:53

You know, on one of the ships that my dad sailed on, the captain was Captain [?Georgeson?]. And my dad and Capt. [?Georgeson?] hated each other while he was on that ship. He'd send my dad down to the galley when my dad was on watch to get him a cup of coffee, and it just irritated my father. But after the war, Capt. Georgeson became a superintendent for American [?mail?]. And maybe Capt. [?Georgeson?] is the one that sponsored him to get a Navy pass I don't know.

RON 00:29:28

Well, somebody did and their name must be a signature somewhere. Did he--take me to the 1971 strike, and you were there, and the 127 days or something--

RON 00:29:49

And it was a long hold. How did you get by?

GERALD 00:29:49

127 days.

GERALD 00:29:55

I lived at home. (laughs)

RON 00:29:56

(laughs) Oh, well.

GERALD 00:30:01

You know, I lived at home and I picked up a few jobs here and there. You know, I really can't remember. But I mean, I lived at home for a long time,

RON 00:30:15

Well, it was a strike that was neither won nor lost.

RON 00:30:18

No, I don't think he was.

GERALD 00:30:18

Right, right. We didn't gain much by it. But it was brutal. My dad, I don't think was a night BA [business agent] at the time.

GERALD 00:30:22

But my dad was a picket captain. And what do I mean by a picket captain? We had teams that would go out on Wednesdays, Fridays, or whatever it was, and we would go stand pickets on the different docks and stuff. Well, my dad and myself and two other guys were guys that went out to patrol to make sure the guys were picketing, if somebody was on the gates and nobody was working. And my dad was the picket captain and stuff, but he, on his nights, he'd run to the hall and gave all the signs out.

RON 00:31:11

And was it winter, partially or?

GERALD 00:31:19

You know, if I remember, it was kind of the end of the summer and it went into the fall, and I can't remember how long it went into fall, but mainly it was pretty nice weather.

RON 00:31:32

Do you remember the stop work meetings, very mad, strategy?

GERALD 00:31:37

Yup. If I remember correctly, it was either Jugum or Shaun running the meetings.

RON 00:31:45

It was the president Shaun, the only one to ever be elected five times to the presidency. Really, he loved to agitate the employers and the men, you know, he believed that you weren't doing anything unless you were agitating.

GERALD 00:32:08

You know, back in those days, Shaun, Dick Moork, my dad, Sam Rosenberg, you know, the employers didn't argue with him because they knew they weren't gonna win. And there was a night we came down over the salmon terminals and stuff and they called us back on the ship and they knew that they were not going to work to ship but yes, Seattle Stevedore called us back. We get up to the gate, we come all the way from the island to go to work and stuff. And I can't remember the superintendent's name, they used to call him "Blue Nose," he drank wine all the time, and he was what a Seattle Stevedore superintendent that was drunk all the time. We pulled up to the gate, and we got out. [?Warner Cross?] you ever heard of a superintendent called [?Warner Coss?]? Well, that was the superintendent. He got out, my dad got out, and he says, "What are you doing here?" He said, "You can't go to work, we shut the job down." He says, "Well you called me back to this job, and God damnit, you're gonna pay us!" And we got paid.

RON 00:33:23

You got paid. (laughs)

GERALD 00:33:24

But I mean, you know, back in those days, the superintendents were scared to--they hid in the corner of the warehouse. They didn't go on the ships. You know, if they went on the ship, the Cardinals stopped. And I mean, all they were was to collect the payables. And the next night, we went back to work, my dad says, "Well, you lost again, didn't you? One of these days you'll learn." But you know, those guys were militant guys, and I mean, they meant business and I mean, you know, the employers who built Seattle Steve was the longshoremen. You know, Seattle Steve had nothing when they first started--

RON 00:34:12

They didn't pick it unless they knew.

RON 00:34:12

They borrow loans?

GERALD 00:34:12

They didn't borrow, they stole the gear from the other stevedoring companies to make those jobs work. And I mean, it was incredible. I mean, like I say, I learned a lot from them guys. I mean, they were tough guys and they wouldn't back down. They knew when they could win and they knew when they could have.

GERALD 00:34:36

That's right.

RON 00:34:41

What do you attribute the long period from '71 to they went through a lockout in 2002. But the this long period of--

GERALD 00:34:54

'71 was a long, grueling strike.

RON 00:34:57

And it has that kind of memory?

GERALD 00:34:59

You know, I think part of the '71 strike was the steady crane operators hit Sealand. They wanted steady men. They wanted to try to get rid of the hiring hall.

RON 00:35:17

That had been, you know, from the moment Sealand to Seattle, they had wanted steady men, and Shaun would never give them steady men. He'd give him a package, here's twenty men, select out of that list, but it's the principle of rotation.

GERALD 00:35:39

"But we'll have control over much of you," is what Shaun used to say. And, you know, when Sealand left Seattle and went to Tacoma. They tried to take their steady men. And, you know, a couple wouldn't go for it. I mean, it was a big issue. In those days, that was 75% of the crane work. And here's a select bunch of guys getting all the

crane jobs, and the rest of the guys on the crane board and the deck board weren't getting any. And I mean, it was a big fight. And what was sad about it is Dave Williams was one of the crane operators that was selected. And he had been working in San Francisco and he came up from San Francisco, he got up in front of you, and he says, "Keep them steady operators away from here, it's killing this union, leave. Just don't even--don't even do it." The meeting was over that night, he went steady the next night. You know, Dave Williams was--he wasn't married, he had a lot of nice things, you know, cars, motorcycles, the best stereo equipment made yet and I mean, when I--before he went steady, Dave Williams and I were very good friends. And I tell you this is when Magnolia Hi-Fi opened their first store. And I took him up to Magnolia Hi-Fi because he didn't need new devices. He bought all the Macintosh stuff, but when he went steady, our relationship was done.

RON 00:37:32

Sealand played the perfect pitch, compete--put Local 19 and 23 to compete with each other, and that was what they wanted to do from time immemorial. And now, we're back to--I don't know if it's a paper alliance or exactly what marketing, or whatever they're saying now about Tacoma and Seattle. And the times change, you know, it's like going to Venice, here was the greatest fort in the Middle Ages with silk and everything, and now it's a tourist fort. Seattle is going that direction

PATRICIA 00:38:29

Money.

GERALD 00:38:29

Well, back when Sealand left, they would try to intervene and then go to the place where they got the best deal. That's all it was.

GERALD 00:38:32

Money. And you know, Sealand went down there, then a couple other companies, the Johnson line went down there, if I remember correctly. I can't remember what else but I mean, you know, Tacoma is a natural fingered port where the rail can come in--

RON 00:38:56

Yeah, and lots of land.

GERALD 00:38:58

Lots of land, and it was cheap. Over there at Pier Five, it was a bottleneck. I mean, the steel mill was going full blast when they were there, and trucks going in and out. It was just--

GERALD 00:39:13

They went to Tacoma thinking they weren't going to have any labor problems. And I don't think Tacoma gave them any labor problems. The only labor problems they gave them was if you weren't bringing your heavy crane operators down here, you use our crane operators and stuff.

PATRICIA 00:39:13

More congestion.

RON 00:39:29

Yeah. Here are the--Sealand signed a thirty year contract. It's about up.

GERALD 00:39:40

Well, Sealand is basically not there anymore. It's Matson.

RON 00:39:40

That's right. They bought them out.

GERALD 00:39:48

They bought them out.

RON 00:39:52

Well, do you think they will come to just couple of freight lines? Matson and say, Maersk?

GERALD 00:40:01

Well, you know, yeah, I mean, you're not gonna break Hyundai, I mean, they're they're a big company, too and stuff. But you know, now it's CGM [Compagnie Générale Maritime]. And I mean, who owns them? Sealand's owner, Horizon, owns them. It's hard to keep track of who owns these ships anymore because there's so much paperwork going back and forth. And they go to an alliance and they carry each other's containers, so it's not like the old days and stuff. But, you know, the Port of Seattle--like right now, as far as I'm concerned, the best dock in the Port of Seattle, Pier Five, is sitting vacant. And I mean, they told us in our union meeting the other night that SSA [Stevedoring Services of America] wants to move Matson over there. Well, that all sounds good, but do we want SSA to have control of every dock in the Port of Seattle? That's not good business for us. And so I don't know what's going to happen. I mean, you know, I mean, APL [American President Lines] as big a company as that was, all of a sudden says, "We're done."

RON 00:41:22

They reach their financial end of the rope.

GERALD 00:41:26

But what's strange is you don't appear eighteen. The ships are coming in, there's a APL on the side, and he's still not able to work on the ship, and they're supposed to be dissolved. It's all money and stuff. You know, I mean, SSA has done so much work probably there. They don't have room for all of them. So they've got to find some more room, there's no more room in Seattle. When that viaduct comes down, all of us know what's gonna happen to that problem over there.

PATRICIA 00:41:55

It's gonna become like San Francisco.

GERALD 00:41:57

Or pier forty-six over there. They're gonna move [inaudible] because the properties will be too valuable. My contention is they want to make a cruise port out of Seattle and use Tacoma is a mean place to--

RON 00:42:13

You could.

GERALD 00:42:14

I mean, the land is cheap down there and you get a better deal. I mean, the shipping companies are gonna go for the cheapest place they can go. And there's room for expansion, whether they're ready--the only place they've got left to expand is if they put a new seawall in over pier five and open up that terminal. But I mean, there've been rumors saying that they want to build condos over there. You know, I don't know if that rumor is true or not, but it wouldn't--it wouldn't surpass me.

RON 00:42:50

There's speculators all over this, yeah,

GERALD 00:42:53

You know, I mean, you go down on Harbor Island Way there and stuff, and they're putting up more condos every day. And I mean, they're digging into the side of that bank, I mean, one of these days, they're going to dig so much of it that the houses up on top of it are gonna slide down. You know, I mean, they want to make a tourist, just like San Francisco. The workload there went to Oakland, and I think that's what's gonna happen in Seattle, work in Seattle all gets sent down to Tacoma.

PATRICIA 00:43:21

They've been dredging Tacoma.

GERALD 00:43:23

Well, they've been dredging here too. But I mean, it's--you know, they--Tacoma's got the land available. The thing is now is to get those cans off that ship and get them on that rail and get them out of there.

RON 00:43:37

Yeah.

GERALD 00:43:38

And, you know, Prince Rupert up there in Canada is big in the shipping companies. And we can do it for four or \$500 cheaper, and we can get them there a day faster than the United States can. You know, four or \$500 a container. What? You ship a big container, that's a big chunk of money. But it hasn't happened yet.

RON 00:44:04

I think also figuring in on the Canadian financial scene is not too good for railroads, but I guess the point really is that it points the way that it's going to probably be Tacoma and Los Angeles or something for the--

RON 00:44:30

Yeah, they have.

GERALD 00:44:30

They have Oakland in there, too.

GERALD 00:44:33

But not as much. I mean, you know, San Pedro is a big port down there. I mean, it's--I just heard a deal a TV the other night, how many materials and containers are going to go through there next year and stuff.

RON 00:44:45

17.4 million. The largest, getting up with Singapore and with--there's one in Japan that are over fifteen million.

GERALD 00:44:58

Right. Look at the size of these ships now. I mean, these ships are carrying twice as much as these old container ships doing stuff. And I mean, the traffic in Seattle is going to drive those companies out of there because it's just a blockade down there. You know, we're trying to have a seaport here. They're building stadiums down there. The Seahawks, the Mariners, they're trying to build the Sonics stadium down there on prime real estate property, and it's costing the Port of Seattle a lot of jobs.

RON 00:45:38

The way that operates is the City Council--the developers get on there, or they put their people on there, and they vote against the problem, and they take over the land. That should be deceitful. Why--are you going to write your life?

GERALD 00:46:01

Pardon?

RON 00:46:02

I'm waiting for you to write a book.

GERALD 00:46:04

(laughs) I have to have you coach me.

RON 00:46:08

I'm willing. (laughs) You have such a beautiful home, oh, what a home, what a home.

GERALD 00:46:17

My wife does a good job. (clapping) I go to work and she stays there and she--

RON 00:46:22

Takes care of it?

GERALD 00:46:23

Yeah.

RON 00:46:24

Oh, it's a beautiful, beautiful, marvelous idea.

GERALD 00:46:29

Then when I get to retire after she quits spending money, I can sit on the deck and have my tablet, I'll keep track of all the ships coming in now to make sure my pension check's gonna be there.

PATRICIA 00:46:39

You can do that on your cell phone now.

RON 00:46:41

You know, I belong to the Tacoma Historical Society, and I love it. And they take five houses out, you know, for a home show. There's about a thousand people that come through, maybe more now. But mostly they're picked on how they have been really old and still got the old animal type legs. But I've thought about you, you should be writing it.

GERALD 00:47:14

Well, you know, I'm scared to have people come through my house on their own because they see all that stuff downstairs and pretty soon you're gonna get broke into and it's gonna be gone. You know, right now, I mean, I'm to the age now where I don't know where that stuff is gonna go when I die. And you've seen this stuff downstairs, there's a lot of history down there and stuff. And, you know, today I was thinking while I was sitting in the meeting over here, I like to come over and look at your guys's facility over there at the university and see if they have some room to put some of that stuff.

RON 00:47:51

You should. Anytime you would like to go to the U [University of Washington], see the facilities. I suggest it be in a new building they're conceding, just a suggestion. I know the architectural committee because they proposed the Harry Bridges statue be at the University of Washington--

GERALD 00:48:21

The one that's in Tacoma?

RON 00:48:22

The ones in Tacoma. And we've been working on it four years, and it passed from one architectural to another, but yours has great merit. I can ask him to come.

GERALD 00:48:39

I would like to. I mean, you know, what I want to do is make sure this stuff is gonna go where people can see it. And it's not going to go to some museum, go in the back of the warehouse.

PATRICIA 00:48:51

Gonna go on the back door. (laughs)

GERALD 00:48:52

The back door opens and it's thrown out. I mean, I've put a lot of hard labor in making these tables out of marine artifacts, I mean, ninety percent of the stuff they're not going to be able to pack out on their shoulder because it's all put together.

RON 00:49:07

They have three museums on the campus, and they're worth looking at. One is called the Burke, and it's early Washington history and materials, both on the ocean and on land, so it's a little different type museum. And then they have the oceanography museum, that's very good. And finally they have Denny Hall. If they are starting a building, your material would fit in it. You could work with the architect.

[Gerald, Patricia, Ron, and Harvey discuss Gerald's tables and model ship collection. Gerald and Patricia discuss plans to invite Ron and Harvey to their home. Gerald and Ron discuss options for donating Gerald's historical artifacts to the University of Washington.]